BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF STREET CROSS SECTION ELEMENTS

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STREET ELEMENTS OR DETAILS			PEDESTR	IAN ACCES	S AND N	NORILITY					RICACT	E ACC	ESS AND	MOBILIT	Y		4		TRANSIT ACC	ESS AND N	IORILITY	<u></u>	
	1a. Functionality of Streetside for Pedestrian Activity	1b. Separation from Vehicular Traffic	1c. Pedestrian- Oriented Facilities or Improvements	1d. Walkable Network / Neighborhood Connections	1e. Pedestrian Crossings	1f. Vehicle / Pedestrian Conflicts at Driveways	1g. Universal Design	1h.Walkable Destinations	 Ease of Transition to Walking 	2a. Separation of Bikes and Arterial Traffic	2b. Bike Conflicts with Crossing Vehicles	2c. Pavement Condition	2d. Bike Facility Improvements	2e. Bicyde Network Connections	2f. Bicycle Corridor Travel Time	2g. Bike Crossings	3a. Distance to Transit Stops	3b. Transit Stop Facilities	3c. Transit Corridor Travel Time	3d. Schedule Adherence	3e. Frequency and Hours of Service	3f. Accommodation of Future High Capacity Transit	3g. Riders per Vehicle
Existing Conditions	to	to				- to 	to O			1	- to 							to	now	to		_	
8' Sidewalk with shade tree (16' landscape)	++	+++	++			++	++						++					+ to ++					
8' Sidewalk with shade tree (8' landscape)	0	++	+			+	++						+					o to +					
6'-8' Sidewalk with shade structure (7' landscape)	to o	0	0		tives	0	+ to ++						0			n alternatives		- to •	tion alternatives	tion alternatives		tion alternatives	
6' Sidewalk with 5' landscape	1				guration alternatives	_	+						0			nt of street cross section alternatives			l street cross sec	l street cross secti		l street cross sec	
6' Sidewalk with 3' buffer					ent of lane configu		0									assessment of str			onfiguration and	configuration and		configuration and	
6' Sidewalk					See assessment		o									See a			nent of lane c	ent of lane		nent of lane	
26' Center-Running Transit						o					+								See assessi	See assessm		See assessn	
11'-12' Side- or Center-Running Transit						0					o to ++												
5'-7' Bike Lane		o to +				- to +				o to +													
7'-9' Buffered Bike Lane		+ to ++				+ to ++				+ to ++												,	

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STREET CROSS SECTION ALTERNATIVES		JLAR ACCESS A			PERSON ACCESS AND MOBILITY			SENSE			33E3.	SIVIEI				BLIC HEALTH	JIN			
STREET CROSS SECTION ALTERNATIVES	VEHIC	JLAR ACCESS A	AND MORI		AND MOBILITY			SENSE	OF PLA	ACE			EIN	IVIKONIVIE	INTAL / PU	BLIC HEALIN		ECONON	AIC VITALITY	
	4a. Movement of Through Traffic During Peak Traffi Periods	4b. Intersection Delay Overall Intersection Performance 4c. Intersection	Delay – Worst Movement 4d. Accident Potential	4e. Lane Continuity 4f. Access Management for Adjacent Properties	5a. Person Trips for multiple measures	6a. Historic Resources	6b. Significant Resources	6c. Visual Quality	6d. Broadway as a Destination	6e. Gateway to Downtown	6f. Conduciveness to Business 6g. Walkable	Community 7a. Greenhouse	Gases 7b. Other Tailpipe Emissions	7c. Heat Island	7d. Water Harvesting	7e. Health Benefits of Changes in Walking and Biking	7t. Land Use Mix 7g. Affordability	8a. Change in Economic Potentia	8b. Change in Business Revenue 8c. Change in Sales Tax Revenue 8d. Change in	Prop. Tax Revenue 8e. Business Impact 8f. Ioh Impact
Existing Conditions																to				
8' Sidewalk with shade tree (16' landscape)																+++				
8' Sidewalk with shade tree (8' landscape)	W					atives	/es									++		les		
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6' Sidewalk with 5' landscape	n and street cro					ion and street c	and	cross						eet cross section	set cross section	-		ion and street c		
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26' Center-Running Transit	See asse					See ass	See ass											See assessr		
11'-12' Side- or Center-Running Transit																				
5'-7' Bike Lane																o to +				
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STREET CROSS-SECTION ALTERNATIVES		PROJEC	T COST			CERTAINTY	
	9a. Construction Cost	9b. Acquisition Cost	9c. Operations and Maintenance Cost	9d. Income for Reuse of Excess City-owned Property	10a. Ability to Provide for Changing Transportation Needs	10b. Risk of Relying on Future Development for Economic Vitality	10c. Ability of City to Operate and Maintain Improvements
Existing Conditions							
8' Sidewalk with shade tree (16' landscape)							
8' Sidewalk with shade tree (8' landscape)					ıtives		ıtives
6'-8' Sidewalk with shade structure (7' landscape)	on alternatives	on alternatives	on alternatives		ane configuration and street cross section alternatives		ane configuration and street cross section alternatives
6' Sidewalk with 5' landscape	essment of street cross section alternatives	essment of street cross section alternatives	assessment of street cross section alternatives		ration and street		ration and street
6' Sidewalk with 3' buffer	assessment of s	assessment of s	assessment of s				
6' Sidewalk	See	See	See		See assessment of		See assessment of
26' Center-Running Transit					See		See
11'-12' Side- or Center-Running Transit							
5'-7' Bike Lane							
7'-9' Buffered Bike Lane							